

H.M.S. *Albatross* returned to Shanghai on the 17th instant from Port Hamilton.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 20, 1889.

WAB

1984

SHARE LIST.—QUOTATIONS.				5 P.M.—FEBRUARY 20, 1886.	
Price.	Paid-up.	POSITION HERE.	LAST REPORT. Balance forward	Last Dividend	Closing Quotations, Cash.
125	\$ 125	\$4,500,000 For equalization of div. \$ 500,000	\$ 50,770.92	2 1/2 % half year	105 % prem., cash
200	£ 50	---	Tls. 812,639.35	Tls. 20 p. sh. for 1884	Tls. 300 par share
25	£ 25	50,000 Tls.	3,063.76	3 % for 1 yr. Dec. 31 1884	Tls. 123 "
1,250	£ 125	575,000	439,089.41	33 p. sh. 84	\$475 "
83.33	£ 25	600,000	200,735.71	18 % annum	\$73 "
250	£ 60	155,000	485,214.43	10 %	\$25 "
1,000	£ 200	28,711.50	23,910.93	3 % for 1 yr. Dec. 31 1884	\$100 per share
250	£ 50	332,669.60	227,568.07	\$20 for 1885	\$402 % cash, buyers
100	£ 20	547,500	191,060.99	5 % for 1883	\$50 " cash
100	£ 75	300,000	31,622.08	8 % half year Dec. 31/85	60, buyers, ex div.
50	£ 50	86,764.16	402.22	12 % year ending June 30/86	5 % prem.
10	£ 10	---	£ 117.16	---	5 % discount, cash
100	all	---	---	---	25 discount
125	£ 125	18,000	4,259.01	8 % half year 10 % and 3 % bonus for 1884	82 % prem., cash
100	£ 100	6,177.31	1,627.31	Old, \$4	\$120 per share
100	£ 100	---	---	New, £2	Old, \$160 per share
100	£ 100	---	---	£ 12.74, 03/4 & 84	\$90 per share
100	£ 100	30,000	235.33	10	\$120 per share
50	£ 50	4,000	442.11	10	\$125 "
100	£ 100	---	829.09	5 %	\$80 " cash
50	all	---	---	---	\$10 "
100	all	---	---	---	\$5 " buyers nominal
10	£ 5	---	---	---	\$5 " cash
50	all	---	First year	---	\$8 " cash
50	£ 50	---	First year Payable.	---	Par, nominal
500	all	8 %	June 16 & Dec. 10	---	par
500	all	8 %	March 15	---	2 % prem.
500	all	8 %	June 30	---	5 % "
500	all	8 %	Oct 15	---	5 % "
500	all	8 %	June & Dec 30	---	1 % prem.

A. G. STOKES, Share Broker.

look-out man forward, in the eyes of the ship, one outside the wheel house, one man at the wheel, and an officer on the bridge; the side and mast head lights to be reported every half-hour during the night to the officer on watch.

By Lieut. Kelgwin.—When I told the third officer the distance to the Three Brothers, I thought I might see them, but I did not tell him how far off we might pass them. I told him we might pass from three to four miles off Danaborg.

When you went through this passage did the ship steer well?—She steered well.

What was your course usually when passing through the channel?—When we were right abeam of the Light we generally steered W. S. W., according to the distance we were off.

Did you notice at any time while the ship was in the rocks, how her head was pointing?—AEBT. W. by S. S. The sea and wind were coming abait the bow.

Do you know who first led the way up the main rigging?—Chinese passengers, I think.

Did you notice the presence of the officers in the third office encouraged the passengers to go there?—No. I asked some of them to come down, and these were saved.

Did you notice any difference in the working of the fore part of the ship and the centre of the ship?—The centre seemed to be more firmly wedged than the fore part, and contrary to it.

When did it first occur to you that the ship would be a total loss?—When I saw her at daylight.

You had taken no steps before that to cut out?—Previously I had given up all hopes of her being saved.

Did you have any formal consultation with the Captain?—Shortly after the ship struck, just before daylight, when we had made the hull tight, and we then resolved to wait until daylight.

Findlay Urquhart, sworn, said he was first engineer of the *Douglas*, and held a first class engineer's certificate. He had been on the *Douglas*, two years, and some months. There were three engineers on board. He kept the watch from 4 to 8, the second from 8 to 12, and the third from 12 to 4. He was woke by the engines working irregular, and got up and went on deck, and looked at the engine room, and knew the ship had either gone on shore or struck something. There was a Scotch man coming down at the time. Witness then detailed the steps taken by himself and his engineers for the safety of the ship, and the short account of the events which transpired, from the time of the ship striking and the time they were taken off by the *Hatphong*, which agreed with the statements of the previous witnesses.

By the President.—In his opinion everything was done that could be done for the safety of the ship and crew. There were five bulkheads in the ship, and all had three or two sliding doors in the stoke hold, and bulkheads, and none in the others. By his orders the doors were closed immediately after the ship struck. It was half-past eleven on Thursday forenoon before any water came into the stokehold; that came from the bottom.

The Court was at this stage, cleared for a few minutes, and on its being reopened, the President announced that the Court was of opinion that unless Mr. Wilson desired to answer any further witnesses, they would adjourn; they had sufficient before them.

Mr. Wilson said he had no desire to call further evidence.

The President.—Does Captain Young wish to say anything?

Mr. Wilson.—All Captain Young wishes to do is to know the question to you. All he wants to know is fully before you as to the facts of the case, and I think you will be quite competent to judge of these matters without any remarks from me.

The President.—Will you put in any statements to Captain Young's services?—I have not now any before me, but I am sure that Captain Young has been on the coast for a number of years.

The President.—Of course, in deciding the Court wishes to take into consideration Captain Young's services and what he has done as master before this disaster.

Mr. Wilson said he had copies of his certificate of his service as master, and as a first class engineer.

It was then arranged that Captain Young's testimonials should be sent in, and the Court was adjourned until 2.30.

On the Court re-assembling at twenty minutes past three, the President read the following finding, after which the Court was dissolved.

Findings.

We find that the *S. S. Douglas*, official number No. 84,387, Matthew Young, master, whose certificate of competency is No. 4,367, left Amoy at about 5.30 p.m. on the 10th February last, bound for Swatow, and that on the 11th, while sailing the *Douglas* was in light trim; only the fore board and small quantity of cargo. This vessel on board besides the crew, consisting of Europeans, Chinese and Malays, 54 all told, and 6 European passengers, several Chinese passengers, the exact number of whom we cannot say, had been aboard before the disaster. That after leaving the Cape Horn, the passengers were stowed under the High Lamcock's Light was abeam.

That at about 2.45 a.m. on the 11th February, the ship stranded on the White Rocks; and subsequently became a total wreck, and that this was unfortunately attended with a deplorable loss of life.

That the remaining crew and passengers were rescued by the *S. S. Haiphong* and taken to Swatow.

We are of opinion that the Master, seeing the state of the weather at the time, was fully verified his position, would not display any feeble position in attempting to pass between the White Rocks and the White Rocks, and that he was determined to steer between these rocks, and a safe and proper course was subsequently adopted.

That the Master's standing in the vessel and his officers with a view to the saving of life, and that the Captain's advice been followed all the unfortunate loss of life would probably not have ensued.

That the Court also examined the testimonials of the Master, and found them to be correct.

After careful deliberation we consider that the Master is to blame, and we direct that his certificate be suspended for a period of four months from this date.

Given under our hands, this 20th day of February, 1889.

R. MURRAY RUMNEY,
Retired Commander, R.N.,
President of Court.
JAMES S. KIRKMAN,
Navigating Lieutenant, R.N.
THO. HAMLEN,
Master, *Brit. ste. Amfield*.
J. H. HURSTON,
Master, *Brit. ste. Menting*.
The testimonials handed in by Captain Young cover a period of 18 years, and were given in by the following firms, viz.:—J. & W. Laiprat, Matheson & Co., and Messrs. Douglas & Co., one given in 1875 and one to the present date. Captain Young has been a master since 1871. All the testimonials speak highly of the careful attention to the business of the steamer, to his

